



Manchester Renaissance, 1967

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David Kaiseimer

A photograph of the Manchester city skyline at night, viewed from under a bridge. The Spire of the Cathedral of Manchester is prominent in the background. The image is partially obscured by a large, dark, triangular graphic element on the right side.

MANCHESTER RENAISSANCE



Before 1963 the City's responsibilities as a Planning Authority were carried out by the City Surveyor and Engineer who prepared the 1945 Manchester Plan. He also prepared the City Development Plan approved by the Minister of Housing and Local Government in 1961.

From then onwards, it became increasingly evident that the work of replanning the City did not lessen with the completion of the Development Plan. On the contrary various reasons presented themselves for establishing a strong planning unit. One was the obvious need for some form of comprehensive redevelopment in the replanning of large areas

of the City, and others were, pressure from prospective developers as to the Corporation's planning intentions and the City's accelerated slum clearance programme. In 1963, Mr. Rowland Nicholas, the then City Surveyor and Engineer, retired, and it was at this point that the City Council decided to create a new department to be responsible for the planning work previously undertaken by the City Surveyor. In fact, the reorganisation scheme also involved the creation of an Estates and Valuation Department and an Engineer's Department.

The division of responsibilities between the Planning Department and the City Engineer's Department (which remains responsible for highway planning) makes team work essential, particularly at a time when the close links between land use and highway planning is being increasingly recognised.

The City Planning Department which came into being in 1963 is responsible for the administration of the Town and Country Planning Act, 1962, in respect of the control of development within the City; although the architectural aspects of control under the Town and Country Planning Acts are the responsibility of the City Architect.

In preparing comprehensive schemes the Planning Department has made much use of three dimensional models, which are much more help than plans in assessing various ideas for development and layout. One such model is on permanent display to the public in the Town Hall, even though it is a day to day working tool of the planners.

Work has begun on a five-yearly review of the City Development Plan to bring all the schemes together as a whole, dealing with aspects of land

use and transportation and the important question of form and quality of redevelopment.

The nature and emphasis of the planning work has been influenced by the need to rid the City of the 'image' of grime and obsolescence inherited from the first industrial revolution, without destroying its essential character and so much that is worth keeping. Considerable progress has been made and the need for a comprehensive approach to renewal, together with an emphasis on the quality of environment, has been continually stressed in negotiations with prospective developers and in the formation of the Corporation's own planning proposals. The momentum of redevelopment in the City has been sustained for several years and many important policy decisions have been taken on major redevelopment schemes, the allocation of

sites and the use of land. The formation of planning policies and schemes, as well as their implementation is a continuous process. Large scale developments, particularly involve considerable time in negotiations with land owners and developers.

The speed of redevelopment is particularly evident immediately to the south of the City Centre where a new part-elevated road, the Mancunian Way, has been completed and a new residential community is emerging from the areas cleared of slums in Hulme. Although there have already been extensive building operations in the City's Higher Education Precinct between the University and the Institute of Science and Technology other projects are being designed as part of the overall plan for the new 'City University'.

Redevelopment and Renewal



Comprehensive planning

The most important problem facing the City is the immense task of clearing many thousands of sub-standard houses. The City's slum clearance programme provides a driving force to the comprehensive planning of the whole of the area within three miles of the City centre within a major plan of roads, district centres for shops, entertainments and civic services and open space. The Medical Officer of Health is now declaring houses unfit at a rate of over 5,000 a year, with the object of clearing all remaining slums within the next ten years. The shortage of land available for development in the City remains the most difficult problem. In practice, rather less than half the population of the areas being cleared can be re-housed within the redevelopment areas themselves, because of the need to provide acceptable space not only within the houses themselves, but



A new residential community is emerging in Hulme.

also for public spaces, playing fields, schools, new roads and community facilities, all of which today need considerable amounts of land. Continued progress is being made in this direction and discussions are still proceeding between the Corpora-

tion and other Municipalities in the area on this subject. It is clear, however, that even with all the sites which can be foreseen at the moment, there will still be in 1981 a shortage of land for 5,000 houses, if this slum clearance problem is to be solved.

Hulme

Although the principle of separating pedestrian ways from roads was first applied in the layout of the Brunswick neighbourhood, part of which is now under construction, the first real opportunity for a comprehensive approach was given in the redevelopment of Hulme, where an area of more than 300 acres is being cleared and rebuilt. The planning object is to ensure that complete portions of the City are rebuilt not just as housing estates but as real communities. A plan for the whole of the Hulme area was prepared in 1964, and the experience already gained is proving of great assistance in tackling other districts of the City where a comprehensive approach is needed. The new areas of the City should not only function efficiently and be pleasant places in which to live; each one should have the qualities of individuality which can

best be summed up in the word 'character'.

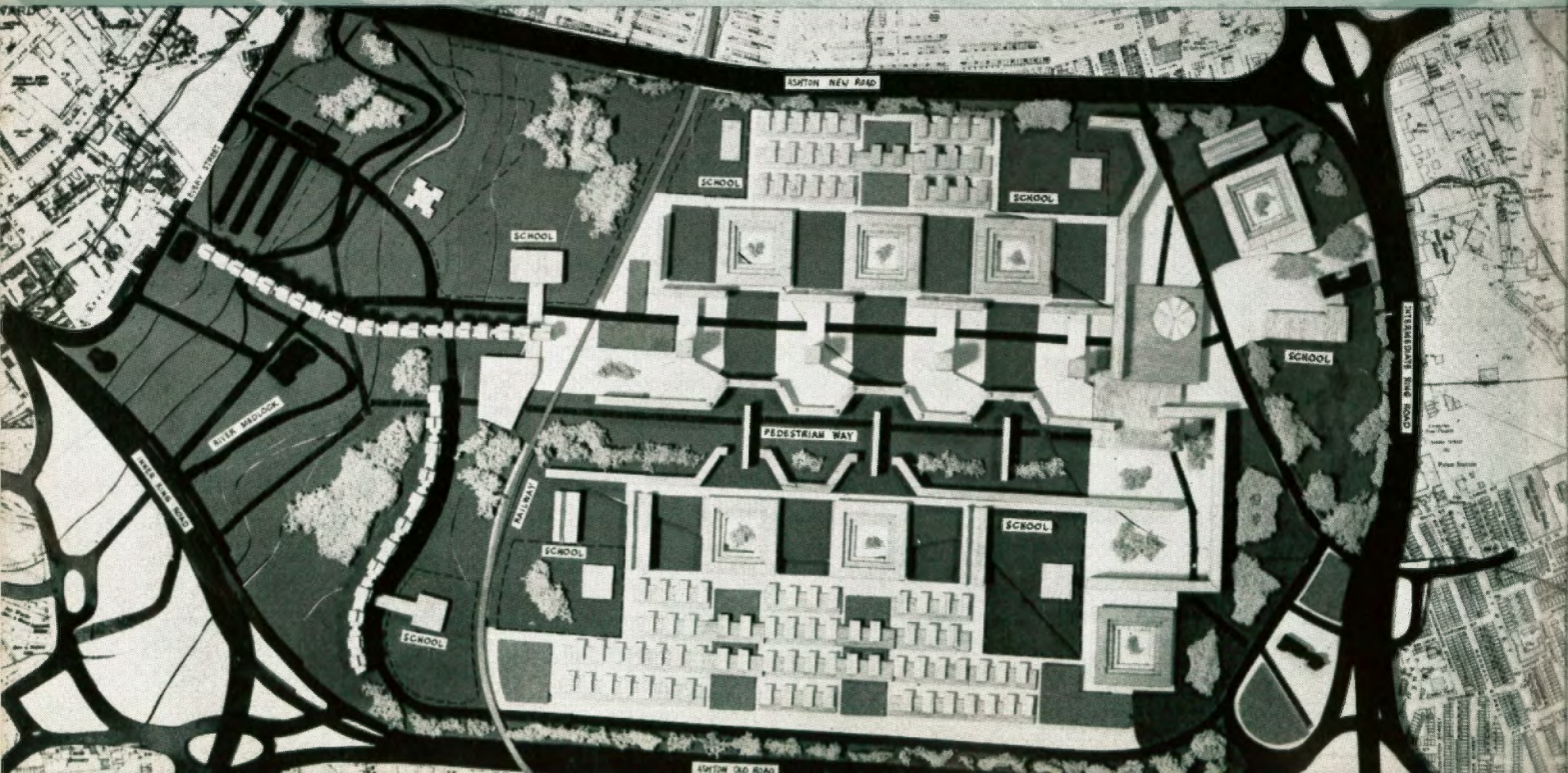
The new Hulme community will have a population of about 15,000, about 5,000 new houses, new schools, shopping centres, parks and play spaces and a wide range of community facilities. The central feature of the new Hulme will be a system of pedestrian ways almost entirely separated from roads for vehicles so that journeys between houses and shops and schools located along the main pedestrian ways, may be made in complete safety. An important element in the redevelopment will be the proposed new Moss Side District Centre with a hundred or more shops and many public and community buildings. The work on the installation of local mains services (water, gas, electricity, sewerage and telephone), the design of new pedestrian ways, and vehicle roads has already started and work will continue until

the whole of the area has been rebuilt. The erection of houses and other buildings will follow immediately the roads are completed in each area. The present programme envisages the completion of the housing development by 1971, and the district centre should be completed shortly after.

To the north of the area, work is completed on Mancunian Way which forms the northern boundary of the neighbourhood. Some multi-storey blocks of flats, designed by the Director of Housing conveniently sited in the new development as well as a number of schools designed by the City Architect, have been built in advance of other development now taking place.



Beswick/Bradford





Longsight Town Design Strategy.

Outline proposals cover an area of about 300 acres with a total population of 12,500 after redevelopment, and form part of the broader plan of renewal in the inner residential sector of the City. In particular they are closely inter-connected with the road network and the open space proposals for the valley of the River Medlock. The aim has been not only to make provision for the wide range of facilities necessary but at the same time to encourage the creation of urban surroundings which, whilst very much part of the City, have an individuality and character of their own.

Longsight

The planning proposals for Longsight cover about 430 acres, but the immediate task is to redevelop a little over half this area which is already due for early clearance and redevelopment. This area, which forms a part of the high density area of sub-standard housing and mixed land uses, encircling the City Centre, has an existing population of 20,000, but it is expected that the

population on redevelopment will be about 11,000. The first phase of redevelopment includes proposals for the reorganisation of the road system (including the re-routing of Stockport Road) to allow for the creation of a large residential area free from through traffic, with a safe and attractive environment, and open space system and direct pedestrian ways.



The town design strategy for the Harpurhey area.

Harpurhey

In Harpurhey about 920 acres have had to be considered in forming planning proposals, though less than one quarter of this area is likely to be involved in the City's slum clearance programme for the next ten years or so. Proposals to reclaim the existing large areas of open land, particularly the Moston Brook, for open space, playing fields and school needs, allow the whole of the area to be redeveloped within the next ten

years, under the slum clearance programme, for housing and ancillary facilities. This will provide accommodation for a population of about 10,700 after redevelopment.

Cheetham

Is an area similar in size to Harpurhey but the problem of the reclamation and use of open land is considerably greater. Planning proposals

will also be prepared for other areas such as Openshaw, Gorton, Moss Side, Newton Heath all of which will be redeveloped within the overall planning framework for the City.

These areas do not of course represent the whole of Manchester's housing problem. Eventually almost the whole of the inner residential areas, that is, areas within about three miles from the City Centre, will through age require replacement and it is important that an overall planning and design strategy should be worked out well in advance. In effect this will mean that the inner residential areas of the City will be reshaped as new communities well provided with schools, open spaces, social and community facilities and extending over an area of 7,000 acres approximately with a total population amount to 200,000 and involving the construction of 27,000 new dwellings within the next ten years.

District Centres

The new communities mentioned will be served by a series of district centres providing a full range of social, community and administrative facilities. In some cases this will mean completely new district centres, as at Moss Side, which is now being designed by the City Architect, and at Harpurhey. Other existing centres to be redeveloped and modernised are at Stockport Road, Longsight and Cheetham Hill.

Existing shopping and social centres which provide major district facilities in outer areas of the City are being studied and comprehensive proposals drawn up to ensure that any development fits in with an overall scheme and will improve the environment of the areas. A study was made of the existing Withington Centre and preliminary ideas for its redevelopment have been discussed at a public meeting with local property

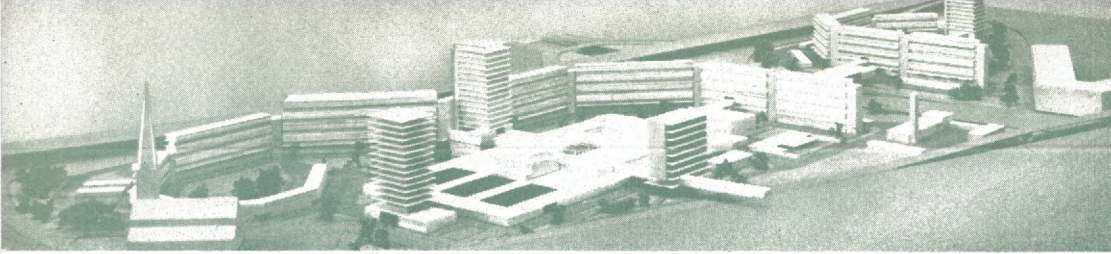
owners and residents; the City Council have approved the formulation of comprehensive development area proposals for submission to the Government.

It is not intended that all development will be carried out by the Corporation; private enterprise has an important role to play and one of the planning department's objectives is to seek more effective co-ordination of various projects both public and private.

Wythenshawe

The City Council in 1965 approved outline proposals for the completion of Wythenshawe Town Centre. They include new Civic buildings within the Town Centre, a library, theatre, swimming pool, sports hall, restaurant and other ancillary uses. This project has been designed by

the City Architect and will form part of a major square at the western end of the Town Centre. The existing shopping is to be extended on the south to form a cruciform shopping precinct including a Retail Market. In addition to the shops there will be offices, public houses, restaurants, etc., and ultimately multi-level car parking. East of Rowlands Way a group of entertainment buildings will include the existing bowling alley and possibly a cinema and an hotel. East of Brownley Road, there will be a large residential scheme leading directly to the heart of the Centre; this is now being designed in detail by the Director of Housing. The Plan provides for up to a half a million square feet of office and warehouse accommodation, the bulk of which will be located to the west of Rowlands Way. There will also be an office tower overlooking Leningrad Square.



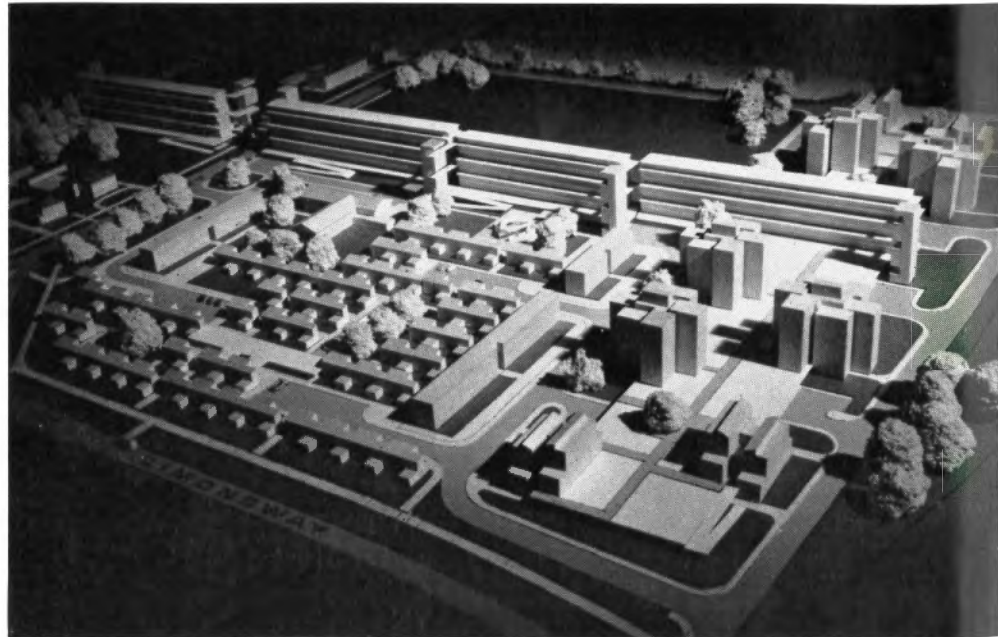
Moss Side
District Centre.

Housing development,
Wythenshawe.

Wythenshawe District Centre

Three multi-storey car parks will ultimately be provided to accommodate about 2,000 cars in all, when demand outstrips the capacity of surface parking. Public transport will also play an increasingly important role in relation to the Centre; it is considered that the present bus services to and from the Centre will be improved and extended and the location of bus stops will be closely related to the main lines of pedestrian movement.

The importance of landscaping as a major element in design cannot be over-estimated. The detailed design and treatment of the spaces between the buildings, the squares, malls, car parks, and open spaces will determine, perhaps more than any other single factor, the visual quality and attractiveness of the Centre.





Within the Town Centre precinct at Wythenshawe will be residential accommodation as well as many New Civic Buildings.

Wythenshawe
Town Centre



Industrial and Commercial Relocation

Clearance and comprehensive redevelopment results in the need to relocate a large number of Industrial and Commercial firms. Although every effort is being made to meet this need, wherever possible at an early stage in the process of redevelopment, difficulties are being met because of the shortage of suitable industrial land owned by the Corporation. Whilst this shortage is likely to continue for some time, the clearance of existing unfit houses, in areas planned for industrial use, will provide some measure of assistance, (and it is likely that future action will have to be recommended to make some land in industrial areas available for relocation).

The City Estates and Valuation Department and the City Planning Department are working together with the object of providing assistance to firms forced to leave their existing premises through redevelopment schemes and other public works with a view to reducing the disturbance and alleviating hardship.

Improvement of Environment

A policy for the improvement and reclamation of land along the river valleys and canals in North Manchester has been approved. This work is proceeding, together with a major review of open space standards for the whole of the City. The object is to work out an open-space programme to be related to the planning of the major redevelopment areas already discussed.

IRK VALLEY

Of particular interest are the proposals for the lower Irk Valley, an area of about 100 acres immediately to the north of the City Centre for which a general landscape treatment has been suggested. It would be possible to create, within a fairly short time, the first section of a riverside park which could eventually form part of a 'green finger' stretching from Heaton Park on the north right to the edge of the City Centre.

ROCHDALE CANAL

Landscaping and engineering consultants have been appointed to carry out a survey and have now prepared a preliminary study on the Rochdale Canal to indicate various ways of dealing with the problem of this disused waterway.



MERSEY VALLEY

A joint planning study has been carried out by Manchester and some neighbouring local authorities to co-ordinate various suggestions for land use and to investigate the possibilities of providing major recreational and open space facilities in the Mersey Valley.

The general landscaping proposals for the lower Irk Valley.

MOSTON BROOK

More detailed plans are also being prepared for the reclamation and rehabilitation of the Moston Brook in Harpurhey previously referred to.

HARDY FARM

The City has co-operated with the University Institute of Science and Technology in the preparation of a scheme for controlled tipping and landscaping for an area of 60 acres at Hardy Farm, Chorlton, to be developed as a sports centre for the College.

Another important aspect of landscaping is the treatment of major roads. Urban motorways and other major roads can, of course, have a marked effect on the appearance of any area and it is important, therefore, that new roads are not only well designed in themselves but also that they are carefully and sensitively integrated with adjacent development. An overall landscaping plan has been prepared for the Mancunian Way.



City Centre

One of the most important tasks is the formulation of detailed proposals for the central area within the overall plan for developing the whole City, having regard to road layout and land use. The essential relationship between transportation systems and City planning has meant close

working relationships and co-operation with other Departments of the Corporation, the consultants carrying out the South East Lancashire and North East Cheshire Transportation Study and the consultants engaged on a feasibility study of a rapid transit facility for Manchester.

When the Government approved the Development Plan for the City in

1961 it was asked that more detailed proposals be drawn up for the central area. These proposals have been prepared against the background of the draft town centre map and within the context of an overall strategy of pedestrian vehicular circulation and land use.

Central Area Car Parking

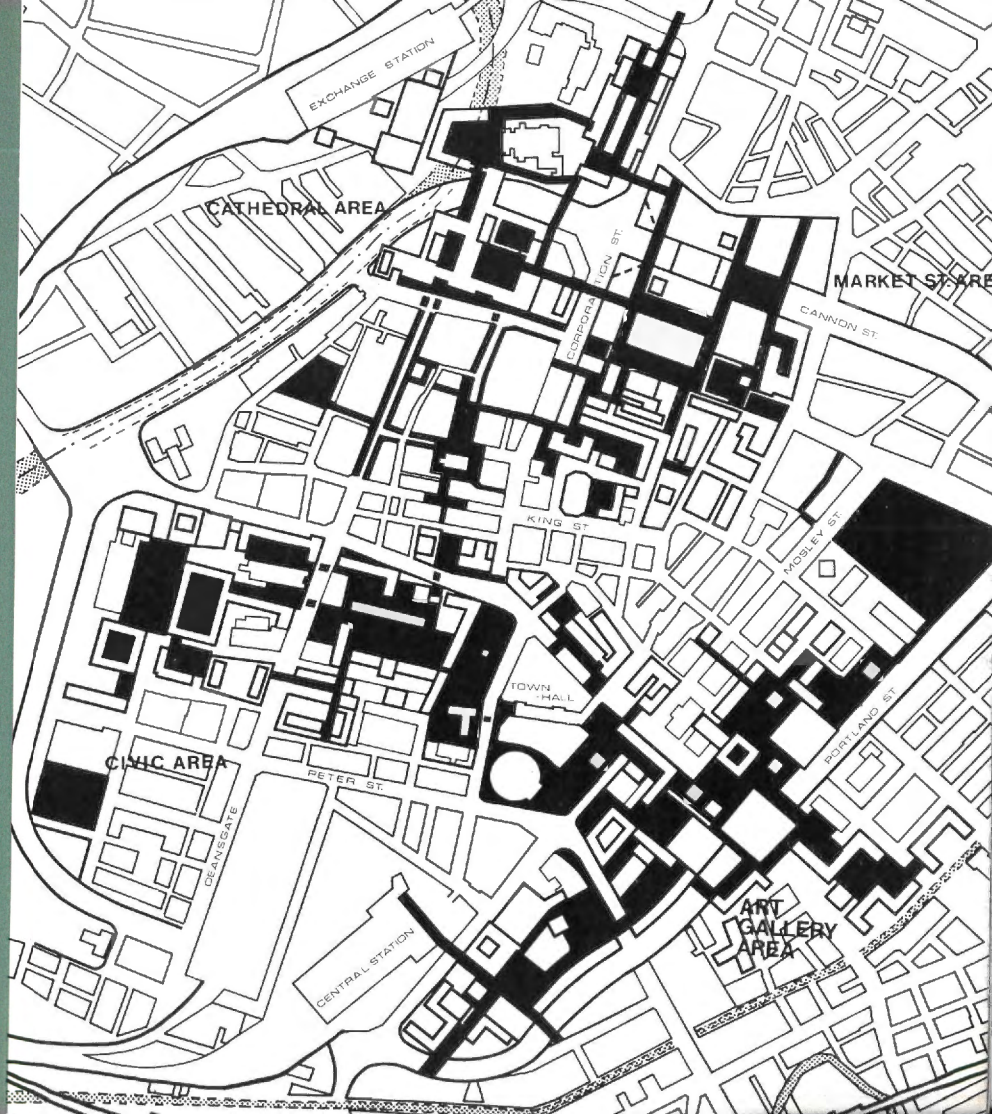
The recent growth in vehicle ownership has considerably increased the demand for space for both moving and stationary vehicles in the Central Area of the City.

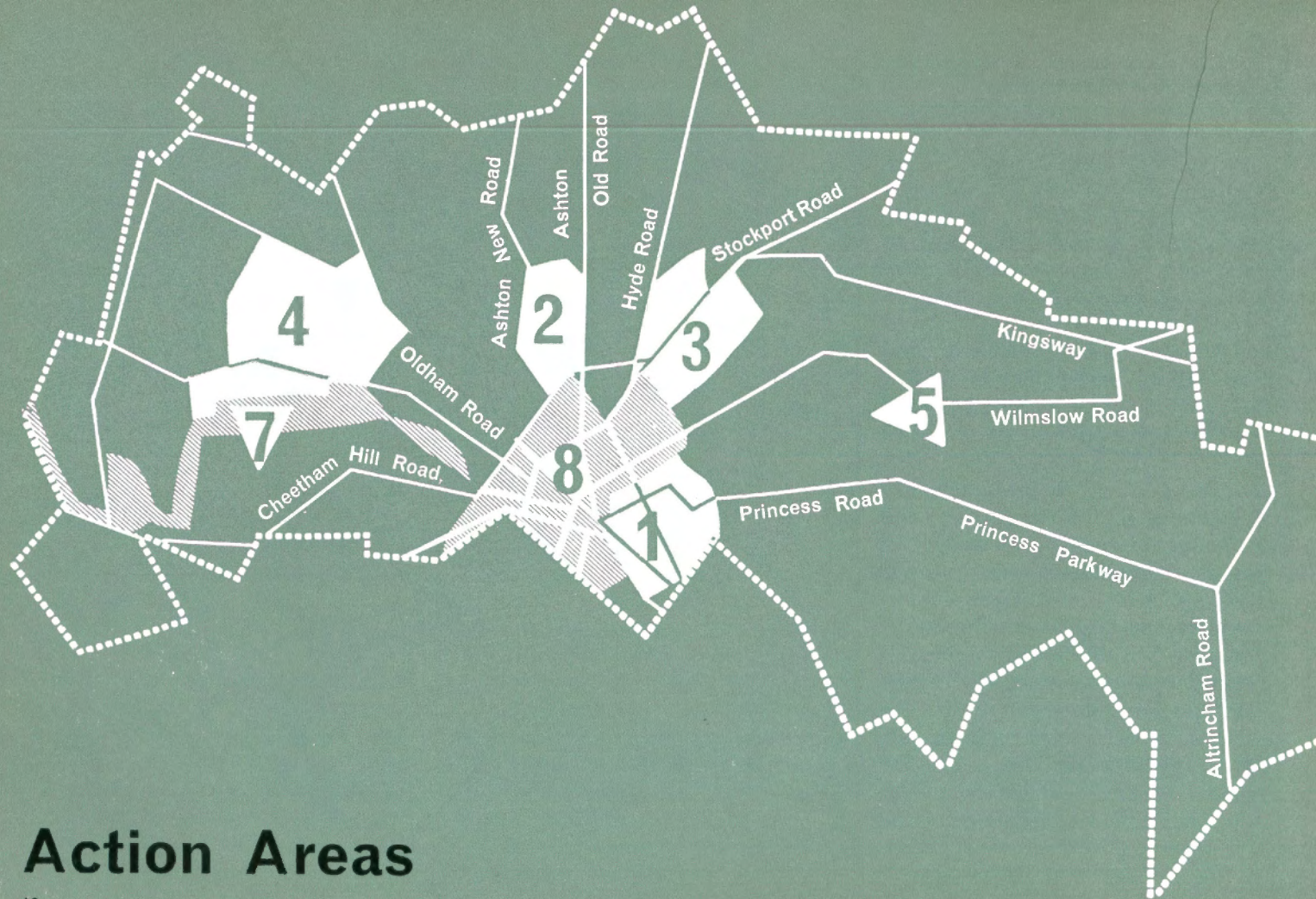
The relevant departments of the Corporation have prepared a Central Area Car-Parking Report in relation to both the use of land and the highway proposals in the City Centre; this statement will form part of the draft town centre proposals, which will of course also consider the appropriate road network for the Central Area.

The solid black areas indicate the proposed areas of pedestrian circulation.

Advisory Schemes

Five advisory schemes comprising over half the Central Area of the City have now been prepared and approved both as a guide to private developers and where appropriate the basis of formal Comprehensive Development Area proposals; the schemes have been prepared for areas which are either ready now for redevelopment or where redevelopment is likely to take place within the next ten years and where the type of development can be foreseen with reasonable certainty. Two of these Advisory Schemes for the Civic Area between the Town Hall and the Courts of Justice (an area of about 40 acres), and for the Cathedral Area (about 25 acres) were approved in 1962 and 1963 respectively.





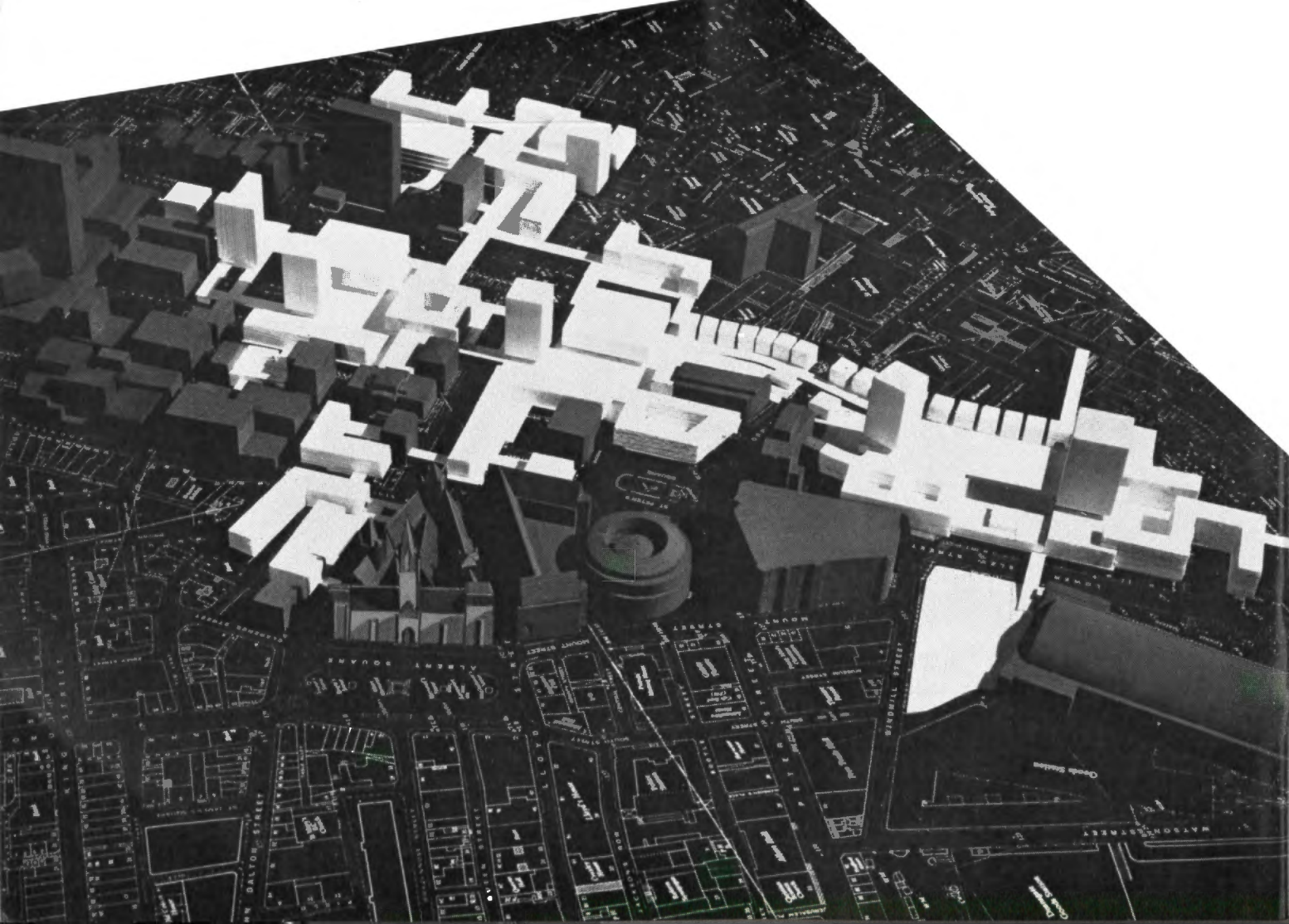
Action Areas



- 1** HULME
- 2** BESWICK/BRADFORD
- 3** LONGSIGHT
- 4** HARPURHEY
- 5** WITHINGTON
- 6** WYTHENSHAW
- 7** IRK VALLEY
- 8** HIGHER EDUCATION
PRECINCT

AREAS OF REDEVELOPMENT





Civic Area

Progress on the Civic Area may now be seen. Brazennose House is now complete as is the block at the corner of John Dalton and Ridgefield. Both buildings are planned in accordance with the overall proposals for the area. Negotiations with developers for a further major stage in the development have reached an advanced stage. Scottish Life House facing Crown Square is completed whilst on the eastern side of the Square the first part of a major development, which will provide accommodation for the new City Education Offices, is nearly completed. The proposed Magistrates Courts will complete the south side of Crown Square; another office block has been completed for Land Revenues Trust Limited opposite Astley House in Quay Street, adjoining the proposed Magistrates Courts.

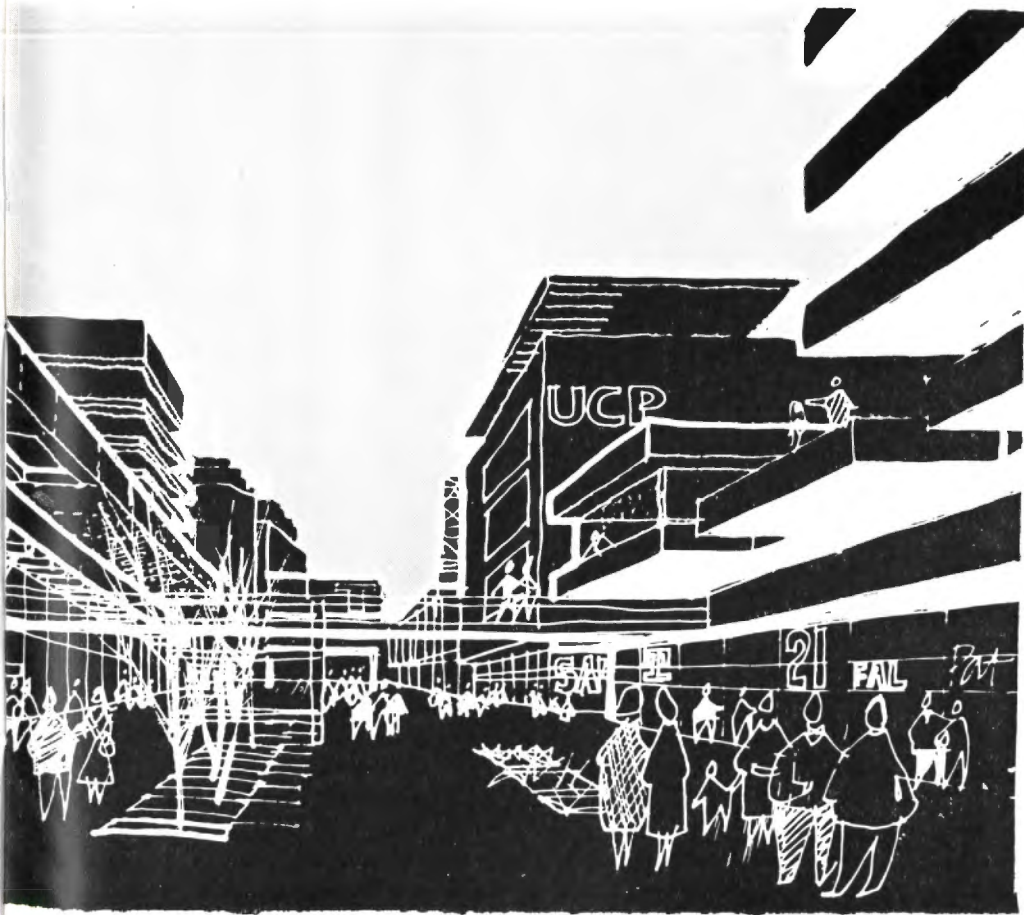


Cathedral Area

Progress for implementing the advisory scheme for the Cathedral area has not been as successful although planning approvals have been granted for substantial parts of this area, including a major development taking in the Corn Exchange site and another scheme for the Market Place Area, the principal obstacle to rapid progress has been the difficulty in unifying ownerships in order to secure comprehensive development. The need to ensure that important sites are redeveloped in accordance with modern conditions and within a reasonable time has led the City Council to approve

the preparation of Comprehensive Development Area proposals for various areas of the City for which Advisory Schemes have been prepared. The Corporation has supplemented existing town planning legislation with a private act of Parliament of its own in order that problems presented by new kinds of development may be more speedily dealt with. The whole idea is to simplify the procedure for land purchase by the Corporation and to enable agreements to be entered into with developers ensuring the completion of developments in accordance with a set programme

and dealing with such matters as car parking and pedestrian ways. A survey of the extent of office accommodation being built or newly completed has been carried out, as well as a survey on the extent of warehouse accommodation in the City Centre. The Civic Trust schemes have been prepared and carried out, the first in St. John Street and the second in King Street. The Trust wish to make an increasingly positive contribution towards improving the urban surroundings and there is already close collaboration between the officers of the Trust and the Planning Department.



Market Street Area

In addition to the Civic and Cathedral Area Advisory Schemes, preliminary proposals for 'The Market Street Area' have been drawn up. Market Street, a principal City shopping street—the centre of an area for which applications for redevelopment by prospective developers have been received. This is understandable because of its importance and value and also because of bad present layout and the fact that many of the buildings have or are reaching the end of their useful life; this is clearly an area that is ripe for redevelopment. The planning proposals envisage the removal of all vehicles from Market Street, which makes possible the provision of redevelopment in depth on both sides

of Market street and the creation of both covered and open pedestrian ways.

A primary objective is to make the heart of Manchester's shopping area outstandingly inviting and attractive, qualities that are not only inherently desirable but as competition elsewhere increases, a prerequisite to commercial success. Accessibility to the shopping centre by private car or public transport will be very much improved and Market Street itself, free of traffic, could be developed with arcades and urban landscape features, such as fountains, so that the whole area takes on something of the character of a permanent exhibition. It should be lively and bustling by day, and gay and brightly lit at night. The pedestrian ways have been considered in relation to the overall pedestrian system, ultimately envisaged for the whole of the Central Area with the aim of achieving a

pattern of pedestrian and vehicular separation progressively as redevelopment takes place.

The scheme makes provision for very considerable car parking facilities between Cannon Street and Shudehill. In addition there will be adequate facilities for public transport vehicles in this area to compensate for those lost as a result of redevelopment. It has also now been decided to locate a new Retail Food Market in this area.

To the rear of Market Street on the south side is the main commercial and banking area with some very notable buildings that contribute much to the character of the City. Due to the substantial nature of many of the existing buildings redevelopment in the past has been piecemeal rather than comprehensive. The prospect of further major redevelopment is the reason for including the whole of this area, as far south as King Street, in the scheme, although nothing in the nature of a 'clean sweep' is intended.

The opportunity has been taken of relating the commercial and shopping areas by encouraging free movement of pedestrians through malls and walk-ways, extending from Market Street to a series of pedestrian precincts in the existing and projected buildings in the City's business area. Negotiations have

continued with prospective developers interested in redeveloping substantial parts of this area.

There are schemes for the redevelopment of the District Bank on King Street and a commercial development for a site immediately to the north of Pall Mall between King Street and Marsden Street. The two schemes were the subject of long negotiations with the Corporation to the closing of the length of Pall Mall between King Street and Marsden Street and the creation of a new public open space. Norfolk Street Properties (Manchester) Ltd., are completing the first part of a shopping and commercial development in Norfolk Street and have received permission for the redevelopment of the second phase of their scheme which would take in the former G.P.O. building and the properties fronting to Market Street.



The Bank of England, Portland Street.



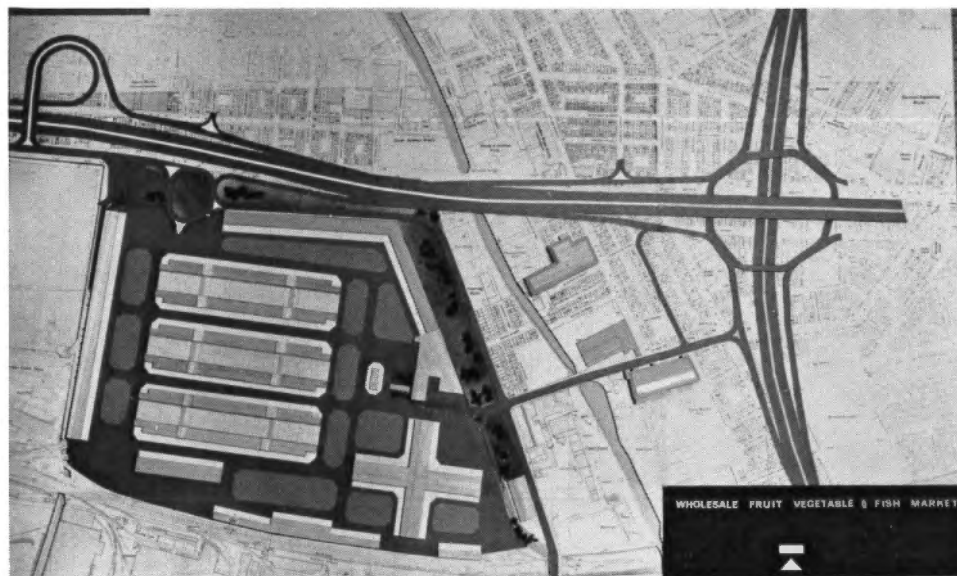
Art Gallery Area

An outline scheme has been prepared for an area of 60 acres, immediately surrounding the Art Gallery, which is also the subject of Comprehensive Development Area proposals; the scheme covers areas, including the site bounded by Lower Mosley Street, Great Bridge-water Street and Chepstow Street and that at the rear of St. Andrew's House and the new office building on Portland Street.

Although this particular scheme is very much in the early stages, provision is to be made for an opera house, an extension to the Art Gallery, a new theatre, a film theatre and for other facilities to make a new cultural centre in Manchester.

From a planning point of view this is particularly suitable for this purpose because it is close to Oxford Road, part of the City's theatre land, and to the Town Hall and to the Central Library and to

the Higher Education Precinct. The area is at the moment occupied mostly by old warehouses and these, by the nature of their business, attract many heavy vehicles which should not be encouraged to use the City centre, because of parking difficulties and traffic congestion problems. There will be a system of pedestrian ways along ground level. Along them will be open spaces to provide settings for the specific buildings which will be there. The closest consultation has taken place with the City Architect and the City Planning Officer on this project particularly in connection with the proposed extension to the Art Gallery.



The new market area at Gorton.

Markets

The wholesale Fruit, Vegetable and Fish Market is to be moved from Smithfield to land at Gorton formerly occupied by the locomotive works (the Gorton Tank). This is necessary because the existing facilities at

Smithfield have become congested and inadequate for modern needs. The Retail Market at Smithfield will go to a new site bounded by Cannon Street, High Street, Withy Grove and Corporation Street.

Higher Education Precinct

A comprehensive Plan is in hand for the development of the Higher Education Precinct of 280 acres between the Institute of Science and Technology and the University. This area is being developed jointly by the University, the Institute of Science and Technology, the Corporation in its capacity of Education Authority, and the United Manchester Hospitals, and it forms England's largest and most important concentration of higher educational facilities adjacent to a city centre. For some time it has been clear that particularly careful comprehensive planning and co-ordination is necessary to ensure that the whole development is of a

high standard appropriate to such a concentration of educational facilities. In addition a greatly expanded student intake demands new thinking on the existing educational plans for the area. Towards the end of 1963 a Joint Planning Committee was set up representing the University, the Institute of Science and Technology, the City Council and the United Manchester Hospitals at their recommendation Mr. L. Hugh Wilson was appointed Planning Consultant to produce a Comprehensive Development Plan for the whole of the precinct based to meet the requirements submitted by the constituent bodies.

Some new educational buildings are already completed and new developments including Colleges of Music, and Adult Education, the Mathematics Building, the Town Planning and Architecture Building and the Business School and Computer Sciences buildings are being planned and designed in accordance with the Consultant's proposals. The logical result of the comprehensive approach to the planning in the precinct has been the need to rationalise the allocation of land. For this reason, the Development Plan has had to be amended and the amendment has been submitted in the normal way to the Government for approval.



A view from the South of the proposed
building of The Royal Manchester
College of Music.



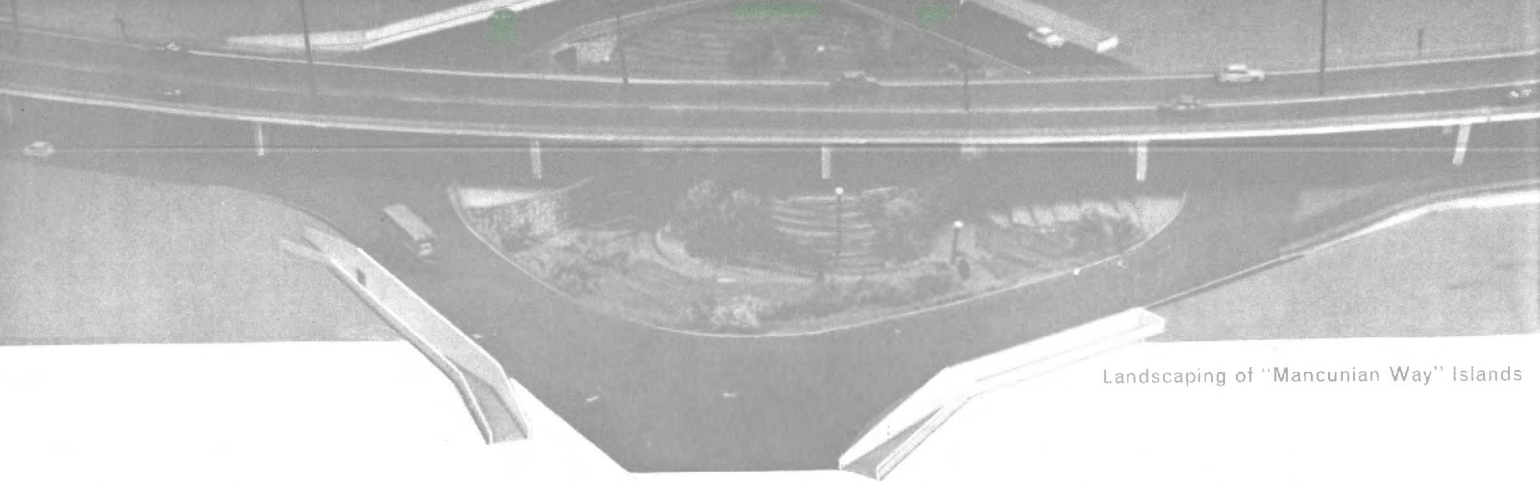
Policy and Research Development Plan

One of the principal duties placed on the City Council by Town Planning legislation is the preparation of a Development Plan for the City. Its preparation is preceded by a detailed survey of the City including the use of land, density of population etc. The Development Plan is intended to be in force for a period of 20 years and shows the pattern of the land use—industry, open spaces, residential areas which are expected by the end of the period.

The Development Plan is not intended to be rigid and inflexible for all time. People's habits and requirements are constantly changing and the Planning Acts accordingly lay down the duty of renewing the proposals every five years (this is called a 'quinquennial review') so that the City Council may take account of the many changing circumstances that are likely to affect development in the City.

Manchester's Development Plan, prepared in 1951, is now very much out of date and a revised plan is now being prepared. Many of the proposals outlined in this booklet will form an important part of the new plan. In addition, studies of many aspects of City life—use of land, industry, population, open space—are now in progress and when analysed, will form the basis of the new plan until 1981. These studies will be kept under constant review and brought up to date so that the information contained in them can be used as a basis for more detailed planning, especially in those areas where redevelopment is likely to take place in the fairly near future.





Landscaping of "Mancunian Way" Islands

Rapid Transit

A working party has been set up to study the development of a rapid transit facility in Manchester. A firm of consultants has been appointed to report on the comparative feasibility of different systems for a specified route between the Airport and the Langley estate. The working party has also set up its own technical study group to undertake a study of alternative means of dealing with the problem of rapid transit in the area. Both the consultant's Comparative Feasibility Study and the work of the technical study group were completed in May, 1967.

CONCLUSION

This publication describes very briefly the rebirth of a City. The various aspects described will be brought together in various policy documents which will form the Review of the City's Development Plan already referred to and, it is hoped, illustrate the way in which these elements are inter-related and in fact form part of an overall strategy for the renewal of the City of Manchester.

Acknowledgements

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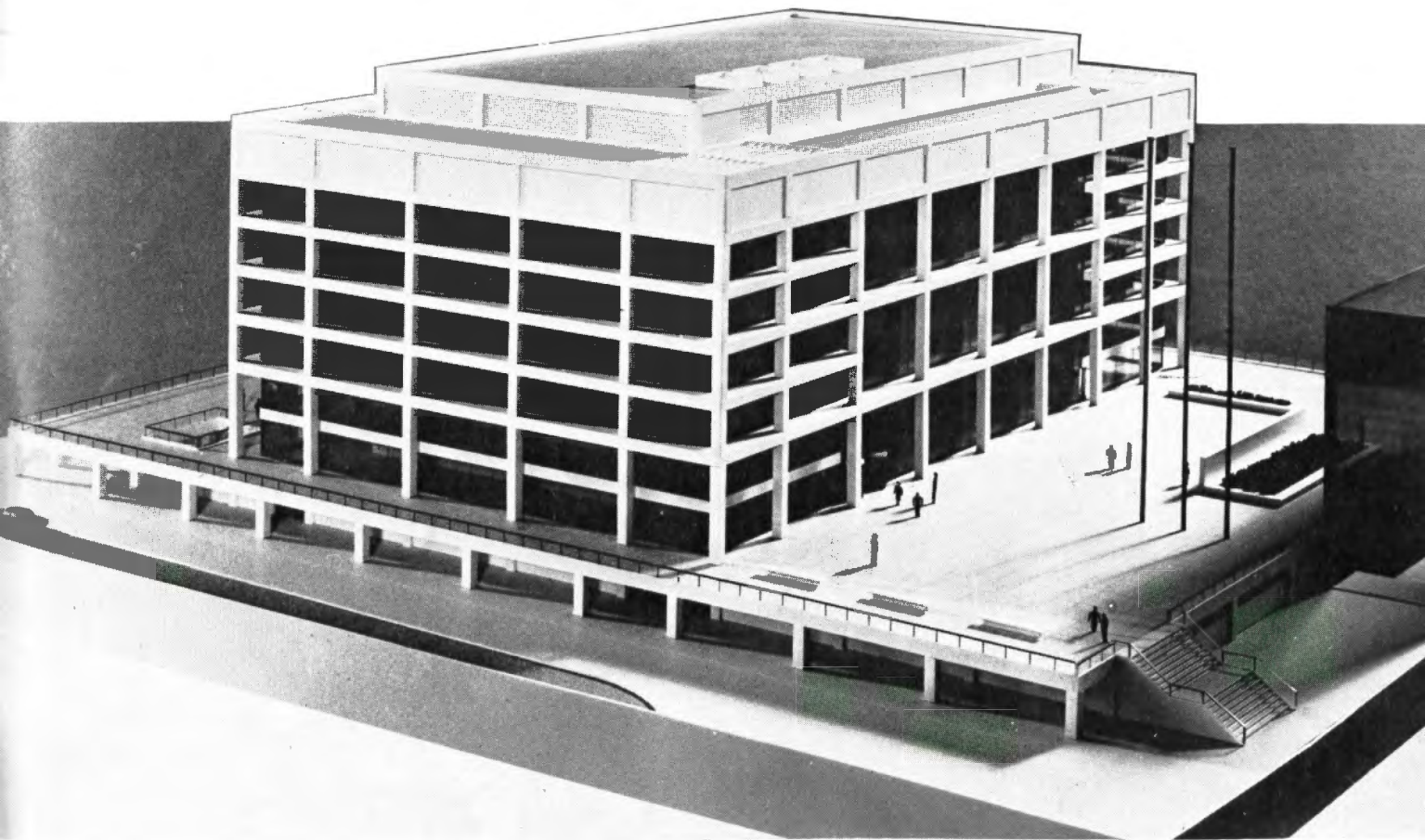
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The Royal Manchester College of Music.



The Magistrates Courts. -





The City Centre Plan — a three dimensional model which is the day to day working tool of the Planners.

The story of municipal administration in Manchester is told in a series of booklets under the title "CONCILIO ET LABORE." This title has been chosen not only because it is the motto of the city's coat of arms, but because it illustrates the spirit of all municipal life. A strict translation is "By Council and Labour," but a more expressive Biblical parallel is found in Ecclesiasticus, Chap. 37. v. 16:— "let reason be the beginning of every work, and let counsel go before every action."



The City of Manchester
